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May 16, 2016

VIA IZIS AND HAND DELIVERY

Board of Zoning Adjustment of the
District of Columbia
441 4th Street, NW - Suite 210
Washington, DC 20001

Re: BZA Case No. 19267
1711 Rhode Island Avenue, NW (Lot 87, Square 159)
Response to DDOT Conditions

Dear Members of the Board of Zoning Adjustment:

On behalf of the Applicant for the above-referenced case, we hereby submit the following response to the report submitted on May 10, 2016, by the District Department of Transportation (DDOT). In its report, DDOT states that it has no objection to the variance and special exception relief requested by the Applicant, subject to the four additional Transportation Demand Management (TDM) measures. The Applicant commits to the following additional requested TDM measures:

- Provide access to all tenants, if multiple tenants, to the shower and changing facilities: The Applicant will ensure that all tenants have access to shower and changing facilities to encourage and support alternative methods of transportation.
- Provide a minimum of 40 long-term bicycle parking spaces in a secure and easily accessible location: The Applicant will provide 40 bicycle parking spaces within the proposed two-level parking garage. As shown on the attached revised parking plans, the Applicant will provide a minimum of 17 bicycle parking spaces on the P1 level of the garage, which is nearly six times the amount required under the current Zoning Regulations. The remaining 23 spaces may be located within one or more of the bicycle parking zones shown on the P2 level. As thoroughly discussed in the prehearing statement filed on May 3, 2016, which is found at Exhibit 37 of the case record, the Applicant faces several construction challenges in converting the existing below-grade natatorium and related facilities into two levels of garage parking. As a result, while the Applicant can commit to DDOT's request to provide 40 long-term bicycle spaces, it is only able to specify the locations of the 17 spaces located on the P1 level due to the

Board of Zoning Adjustment
District of Columbia
CASE NO.19267
EXHIBIT NO.43

potential need to make unanticipated adjustments to the garage layout as design progresses. Therefore, with respect to the remaining 23 spaces, rather than identify specific locations, the Applicant respectfully requests flexibility to locate these spaces in one or more of the zones identified on the P2 level for additional bicycle parking in the attached revised parking plans or in other locations within the parking garage. The requested flexibility will allow the Applicant to fulfill its commitment to provide this additional TDM measure in a way that can be adapted to the constraints of the existing below-grade space and coordinated with the vehicular parking and mechanical components programmed within the proposed garage.

- Provide a minimum of four short-term bicycle parking spaces (two racks) locate within public space: The Applicant will work with DDOT during the public space review process to identify the most appropriate locations for the short-term bicycle parking to be located in public space.
- Expand the existing Capital Bikeshare station in public space adjacent to the Applicant's building to include four new bicycles and docks: On May 16, 2016, the Applicant met with DDOT to discuss its request regarding the existing Capital Bikeshare station and the competing demands for the public space adjacent to the subject property presented by the retention and expansion of the existing Capital Bikeshare station, the proposed building program, and the recommendations provided by Historic Preservation Office (HPO) staff. Specifically, the Applicant reviewed the proposed plans which show the main building lobby entrance and additional tenant entrances on the ground floor along the Rhode Island Avenue façade and noted the conflicts to pedestrian circulation and building access that could arise if the existing Capital Bikeshare station were retained in its existing location and/or expanded in size. In addition, per its report to the Historic Preservation Review Board, HPO staff has recommended that the design objective of the public space adjacent to the building “should be to ensure that the public space will read as a continuous green space” through increasing the size and continuity of the planters, increasing the extent to which the planting areas directly engage with the building, and reducing the amount of paving to improve compatibility with the surrounding historic district. Upon consideration, DDOT acknowledged these competing public space demands. Expansion of the existing Capital Bikeshare station to include four new docks would increase the station's length from 60 to 70 feet long. It would also make it very difficult to comply with HPO staff's recommendations and likely interfere with the proposed building entrances. Therefore, because these issues relate to public space and not zoning, the Applicant and DDOT agreed to continue working closely through the public space review process to identify the best solution for balancing DDOT's interest in the existing Capital Bikeshare station and the overall capacity of the Capital Bikeshare program, with the Applicant's need to ensure ready access to the building and to incorporate HPO staff's recommendations for treatment of the adjacent public space.

Board of Zoning Adjustment of the
District of Columbia
May 16, 2016
Page 3

We look forward to the Board's consideration of this application at its May 17, 2016, public hearing. Please do not hesitate to have staff contact me should there be any questions.

Sincerely,

HOLLAND & KNIGHT LLP

A handwritten signature in black ink, appearing to read "Christine Shiker".

Christine Moseley Shiker

Enclosures

cc:	Joel Lawson, Office of Planning	(Via E-Mail; w/attachments)
	Brandice Elliott, Office of Planning	(Via E-Mail; w/attachments)
	Megan Rappolt, Office of Planning	(Via E-Mail; w/attachments)
	Evelyn Israel, DDOT	(Via E-Mail; w/attachments)
	Advisory Neighborhood Commission 2B	(Via US Mail; w/enclosures)

LEVEL:	STANDARD(S) 9'-0"X19'-0":	COMPACT(C) 8'-0"X16'-0":	ACCESSIBLE(HC) 9'-0"X19'-0":	STACKED PARKING (SP)	NON-COMPLIANT PARKING (NS & NC)
1ST FLR:	0	0	1*	0	0
P1 LEVEL:	9	6	1	0	2
P2 LEVEL:	10	9	0	6	4
TOTAL:	19	15	2	6	6

*=ACCESSIBLE VAN SPACE AT FIRST FLOOR NOT SHOWN ON THESE PLANS
 BUILDING GROSS FLOOR AREA = 98,565 SF (FAR)
 98,565-2,000 / 1,800 = (53.64) 54 SPACES
 NON-COMMUNAL PENTHOUSE HABITABLE SPACE AREA POTENTIAL BETWEEN 0 SF AND 6,700 SF MAX
 57 SPACES REQUIRED (ASSUMING MAX. HABITABLE PENTHOUSE SPACE)
 36 SPACES PROVIDED (19 STANDARD, 15 COMPACT, 2 ACCESSIBLE)
 COMPACT RATIO: 15 / 36 = 42%

- AREAS OF NONCOMPLIANT DRIVE AISLE WIDTH
- STACKED PARKING (NOT INCLUDED IN ZONING COUNT)
- NON COMPLIANT PARKING (NOT INCLUDED IN ZONING COUNT)

BICYCLE SPACES REQUIRED = 3
 BICYCLE SPACES PROVIDED = 40

- ZONE OF ADDITIONAL BICYCLE PARKING
- EXISTING COLUMNS TO REMAIN

NOTE: STACK SPACES NOT COUNTED TOWARD NUMBER OF REQUIRED SPACES PROVIDED

